

# Porterville Intersection Improvements

On State Route 190 from 0.3 mile west of Westwood Street to 0.3 mile east of  
Plano Street in Tulare County, California

06-TUL-190-PM 13.1/17.3

06-0Q4310/0614000004

## Initial Study with Proposed Negative Declaration



Prepared by the  
State of California Department of Transportation

**October 2015**



# General Information About This Document

Please read this Initial Study. Additional copies of this document are available for review at the Caltrans district office at 1352 West Olive Avenue, Fresno, CA 93728 and the Porterville Public Library at 41 West Thurman Avenue, Porterville, CA 93257.

The document can also be accessed electronically at the following website:

<http://www.dot.ca.gov/dist6/environmental/envdocs/d6/>.

We welcome your comments. If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

Michelle Ray, Senior Environmental Planner  
Sierra Pacific Environmental Analysis Branch  
California Department of Transportation  
855 M Street, Suite 200  
Fresno, CA, 93721

Comments may also be submitted by email to: [michelle.ray@dot.ca.gov](mailto:michelle.ray@dot.ca.gov). Submit comments by the deadline: December 4, 2015.

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Michelle Ray, Sierra Pacific Environmental Analysis, 855 M Street, Suite 200 Fresno, CA 93721; (559) 445-5286 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.



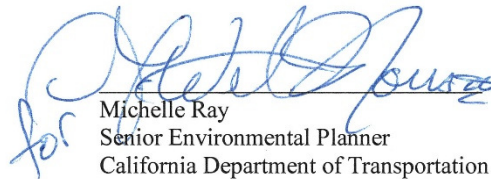
Operational Improvements on State Route 190 from 0.3 mile west of Westwood Street to 0.3 mile east of Plano  
Street in Tulare County, California

**INITIAL STUDY  
with Proposed Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation

10/21/2015  
Date of Approval

  
for Michelle Ray  
Senior Environmental Planner  
California Department of Transportation

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## **Proposed Negative Declaration**

Pursuant to: Division 13, Public Resources Code

### ***Project Description***

The California Department of Transportation (Caltrans) proposes the following improvements along State Route 190 in west Porterville:

- Construction of a roundabout at Westwood Street at State Route 190.
- Construction of an auxiliary lane along westbound State Route 190 from Jaye Street to the northbound State Route 65 on-ramp by adding 1,300 feet of travel way and shoulder.
- Construction of a right turn lane on the State Route 190 eastbound off-ramp onto Main Street, and upgrading ramps for American with Disabilities Act compliance.
- Construction of a roundabout at Plano Street at State Route 190.

### ***Determination***

This proposed Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Negative Declaration is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons.

The proposed project would have no effect on: land use and planning, population and housing, forest resources, recreation, public services, utilities and service systems, transportation/traffic, geology and soils, greenhouse gas emissions, cultural resources, air quality, hydrology and water quality, mineral resources, noise, paleontology, or hazards and hazardous materials.

In addition, the proposed project would have no significant effect on: agriculture resources, aesthetics, wetlands and other waters, and threatened and endangered species (San Joaquin kit fox) with the implementation of avoidance and minimization measures.

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Michelle Ray  
Senior Environmental Planner  
California Department of Transportation

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Date



# Project Description and Background

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## ***Project Title***

Porterville Intersection Improvement Project

## ***Project Location***

On State Route 190, in Tulare County, from 0.3 mile west of Westwood Street to 0.3 mile east of Plano Street. See Figures 1-1 and 1-2 for the project's vicinity and location maps.

## ***Description of Project***

### ***Purpose and Need***

The proposed project would address local development impacts in west Porterville with operational and intersection improvements along State Route 190. The purpose of the proposed project is to provide channelization, eliminate merge movements and allow pedestrian movements at the following locations along State Route 190 described below.

### Location 1: Westwood Street Intersection

State Route 190 is a 2-lane conventional highway with an at-grade intersection at this location. The existing intersection is a 4-way stop controlled intersection. The level of service at the intersection is currently at "E" for the PM peak hour and will deteriorate to "F" without the project as shown in Table 1.1. This causes traffic congestion due to slower speeds, and long traffic backups at the intersection which is considered to be unacceptable for most drivers. As an early indication of this, right-turn movement occurs outside of the designated lane, on the right shoulder.

**Table 1.1 Delay and Level of Service at State Route 190 at Westwood Street**

Intersection Type	Year	Peak Hour Period	Level of Service	Delay in seconds
Four-way stop (No-build)	2014	AM	D	33.6
		PM	E	42.3
	2030	AM	F	488.5
		PM	F	736.4
	2040	AM	F	918.5
		PM	F	1130.0
Roundabout	2030	AM	B	12.0
		PM	B	11.6
	2040	AM	D	32.7
		PM	C	22.7

Source: Operational Analysis, February 27, 2015 (District 6 Traffic Operations)

A dual-lane roundabout with a right-turn bypass lane is proposed at this location that would improve intersection operations. Drainage inlets would be installed to convey runoff to storage ditches. An irrigation culvert just north of the intersection would be widened to accommodate the proposed improvements. A 10-foot sidewalk at each corner of the intersection and splitter islands would be provided to accommodate bicycle and pedestrian traffic. Additional right-of-way, drive approach upgrades, and relocation of utility poles would be required at this location.

#### Location 2: Jaye Street to State Route 65

The District 6 Traffic Operations travel demand model indicates large peak hour traffic volumes due to commuter traffic traveling between the northern section of Porterville and east Porterville via the State Route 65 freeway to freeway interchange. Currently, the outer lane (number 3 lane) on State Route 190 drops out and merges into two lanes west of Jaye Street that leads to conflicts with traffic diverging right onto the northbound State Route 65 on-ramp.

To improve route continuity and eliminate merge movements associated with the westbound lane drop west of Jaye Street and subsequent diverge movements to the northbound State Route 65 on-ramp, an auxiliary lane would be constructed along westbound State Route 190 from Jaye Street to the northbound State Route 65 on-ramp by adding 1,300 feet of travel way and shoulder. Work will consist of re-grading the side slope of a storage ditch and adjusting existing drainage inlets located in the drainage system running parallel on the north side of State Route 190.

#### Location 3: Main Street Eastbound Off-ramp Intersection

Direct and indirect traffic delays impact Porterville College and the downtown community due to left-turn and right-turn movements onto Main Street. Currently, this eastbound off-ramp exit is a shared left and right turn lane. Motorists experience difficulty negotiating turn movements onto Main Street as traffic volumes increase. District 6 Traffic Operations has determined that the traffic volumes are not sufficient to warrant signalization.

To minimize queuing and delay on the approach, a dedicated right-turn lane is proposed to be constructed to separate the two turning movements. Curb ramps and sidewalk will be provided where needed to meet Americans with Disabilities Act requirements within the interchange.

#### Location 4: Plano Street Intersection

State Route 190 is a divided 4-lane expressway with a signalized at-grade intersection at this location. Plano Street is a 2-lane roadway. Traffic generators include the Walmart Distribution Center and Porterville College that are within close proximity to the intersection. Over time, the State Route 190 and Plano Street intersection level of service will degrade to “F” by 2030 without improvements as shown in Table 1.2. An early onset of operational failure is occurring currently on the northbound approach where queue blocking and excessive delay occur in the morning for a short

period. Without improvement, intersection delays and queuing will worsen as multiple approach movements fail.

**Table 1.2 Delay and Level of Service at State Route 190 at Plano Street**

Intersection Type	Year	Peak Hour Period	Level of Service	Delay in seconds
Four-way signalized stop (No-build)	2014	AM	D	40.2
		PM	D	53.8
	2030	AM	F	80.4
		PM	F	159.0
	2040	AM	F	197.2
		PM	F	310.9
Roundabout	2030	AM	B	10.6
		PM	B	13.1
	2040	AM	C	18.5
		PM	E	38.5

Source: Operational Analysis, February 27, 2015 (District 6 Traffic Operations)

A dual-lane roundabout with right-turn bypass lanes is proposed at this location to improve operations in the intersection and on the approaches, and to provide for pedestrian movements. This will alleviate excessive delay and reduce queue back up that is occurring on some movements currently and in the future as development continues in the area. Within the intersection, the project proposes to install inlets, culverts, and modify existing culverts to convey runoff to storage ditches and storage area. A 10-foot sidewalk at each corner of the intersection and splitter islands would be provided to accommodate bicycle and pedestrian traffic. Additional right-of-way and relocation of utility poles would be required at this location.

Approximately 3.25 acres of additional right-of-way and temporary construction easements would be required at location 1 and location 4. Buried utilities would be identified by potholing during the Plans, Specifications, and Estimates phase.

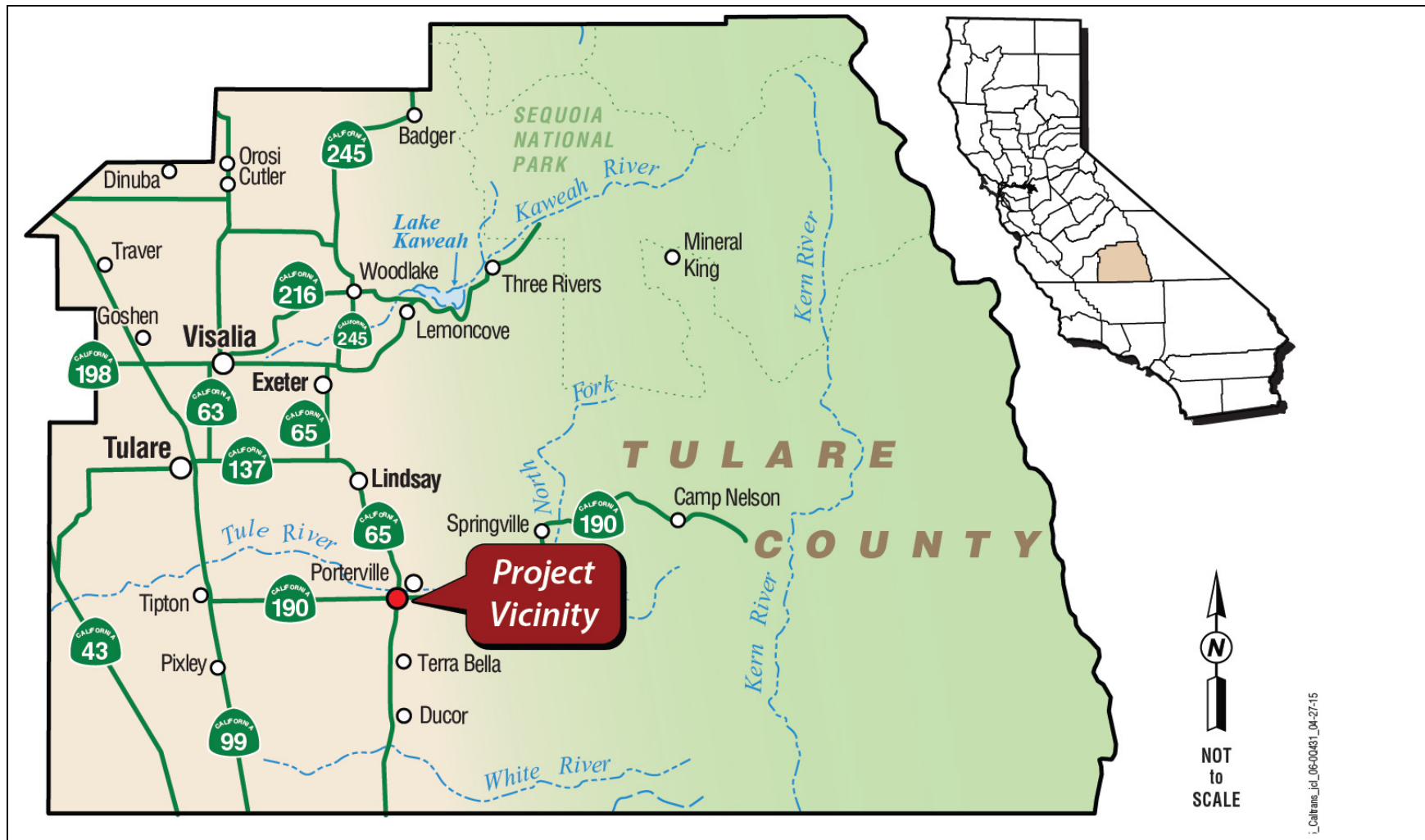
The proposed project will be funded by the Tulare County Transportation Authority's Measure R funds for capital and support costs. Currently, the Tulare County Transportation Authority has authorized \$15,800,000 for the project. The project is anticipated to begin construction winter of 2018. Preliminary project plans are shown in Appendix A.

### ***Surrounding Land Uses and Setting***

The west end of the project at State Route 190 and Westwood Street is more rural in character. Land use surrounding the highway include rural residential parcels and an industrial park (Walmart Distribution Center). The landscape becomes more urban between State Route 65 and Plano Street with land uses that include retail, commercial, residential, and education. The Porterville College campus is directly south and adjacent to State Route 190 between Main Street and Plano Street.



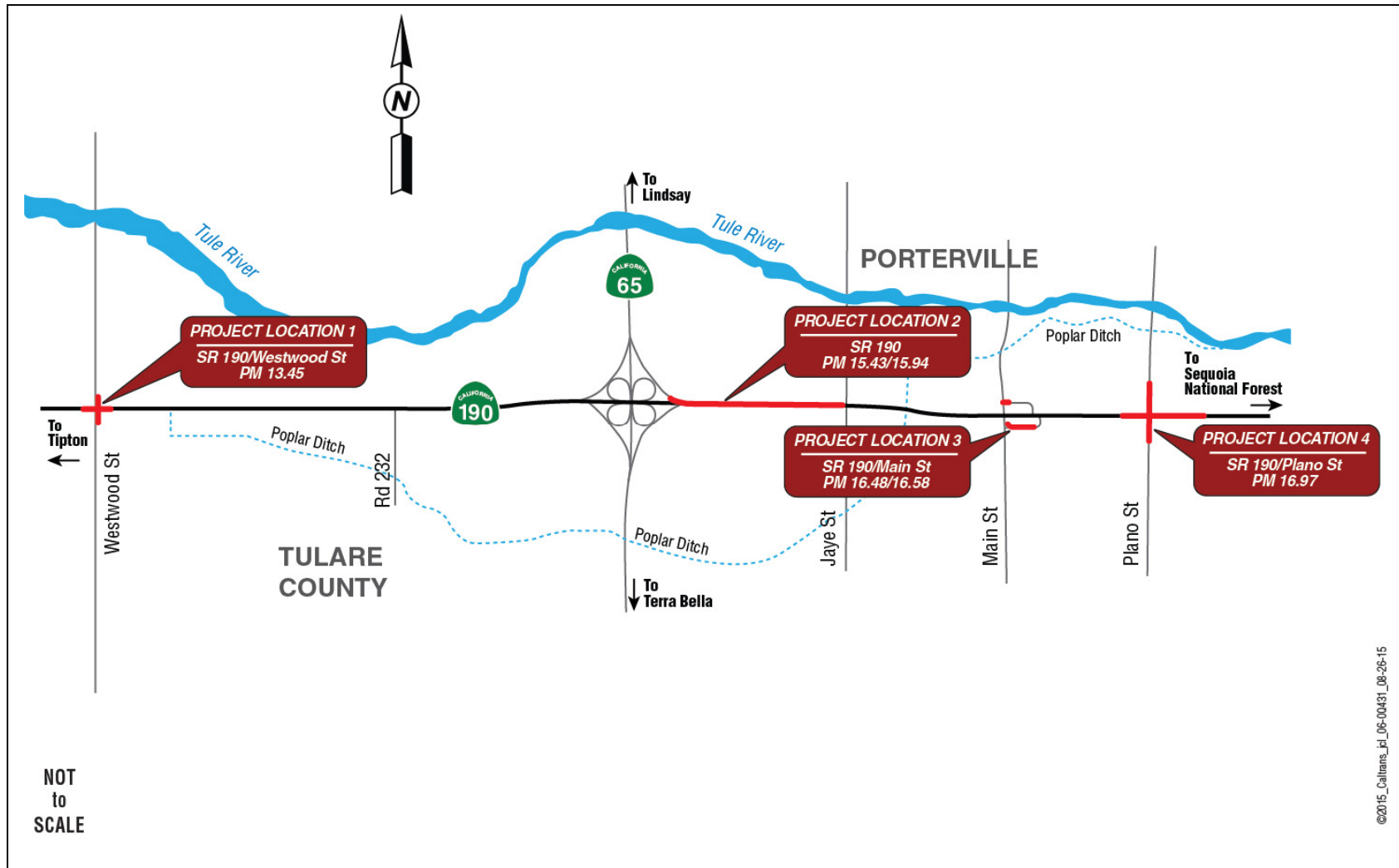




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Figure 1-1 Project Vicinity Map





**Figure 1-2 Project Location Map**



### ***Other Public Agencies Whose Approval is Required***

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
U.S. Fish and Wildlife Service	Endangered Species Act, Section 7—Consultation	A Biological Assessment evaluating the project's potential effects to San Joaquin kit fox will be submitted to the U.S. Fish and Wildlife Service to initiate informal consultation. A Letter of Concurrence is anticipated.
U.S. Army Corps of Engineers	Clean Water Act Section 404 Permit for filling or dredging waters of the United States.	Application submission would occur 1 year before the Ready-to-List phase.
California Department of Fish and Wildlife	1600 Agreement for streambed alteration	Application submission would occur 1 year before the Ready-to-List phase.
Regional Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification—Water Discharge Permit	Application submission would occur 1 year before the Ready-to-List phase.
State Water Resources Control Board	National Pollutant Discharge Elimination System general storm water construction permit—Notice of Intent/Notice of Termination	Application submission would occur during Ready-to-List and Post Construction phases.





# CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project indicated no impacts. A NO IMPACT answer in the last column reflects this determination. Where a clarifying discussion is needed, the discussion either follows the applicable section in the checklist or is placed within the body of the environmental document itself. The words “significant” and “significance” used throughout the following checklist are related to CEQA—not NEPA—impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS:</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>II. AGRICULTURE AND FOREST RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project, Forest Legacy Assessment Project, and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**III. AIR QUALITY:** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**IV. BIOLOGICAL RESOURCES:** Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES:</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VI. GEOLOGY AND SOILS:</b> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project.

**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**IX. HYDROLOGY AND WATER QUALITY:** Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**X. LAND USE AND PLANNING:** Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XI. MINERAL RESOURCES:** Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XII. NOISE:** Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIII. POPULATION AND HOUSING:** Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIV. PUBLIC SERVICES:**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XV. RECREATION:**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------



	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVI. TRANSPORTATION/TRAFFIC:** Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVII. UTILITIES AND SERVICE SYSTEMS:** Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



## **Additional Explanations for Questions in the Impacts Checklist**

### *I. Aesthetics (checklist questions b and c)*

#### ***Affected Environment***

The following discussion is based on the Revised Visual Impact Assessment dated August 26, 2015.

Two landscape units exist within the project limits—Valley Rural/Agricultural and Urban. Valley Rural/Agricultural can be viewed while traveling from west to east along State Route 190 to approximately just west of State Route 65. The corridor is in a rural setting with scattered residential housing, farmland, orchards, and open space. In the rural areas, the facility is a two lane conventional highway. Overhead utility lines are visible on both sides of the highway. While traveling in an easterly direction, the foothills of the Sierra are visible and are considered a scenic resource.

State Route 190 transitions from a two lane conventional highway to a four lane expressway into the Urban landscape. Continuing east on State Route 190 near State Route 65, the land use is characterized by concrete perimeter walls on the south side of the route behind which residential subdivisions are located. Land uses also include large scale retail shopping centers, various other retail and commercial businesses, fast food establishments, restaurants, and a school. Well maintained highway planting exists at various locations in the urban segments.

The landform is generally flat, except for an overcrossing which provides a higher elevation at the State Route 190/State Route 65 interchange, and at the State Route 190/Main Street intersection. Highway planting consists of center median oleanders, and numerous mature eucalyptus trees. The highway planting includes numerous tall trees, shrubs, and groundcover which are visual amenities along the corridor. The California Streets and Highways Code (Section 263 - Scenic Highway System) lists State Route 190 as Eligible Scenic from post mile 15.2 (at State Route 65) in Porterville to the Tulare County line (post mile 87.6).

Within the project limits, State Route 190 is open to bicycle and pedestrian travel. Shoulder widths range from 0 to 12 feet. The Tulare County Association of Government's Countywide Bicycle Transportation Plan lists this route from its beginning at State Route 99 to Balch Park Road, east of Springville (post mile R32.68), as a "Proposed Class II or Class III Bikeway."

#### ***Environmental Consequences***

The intersection improvements are not expected to alter the Eligible Scenic status of this segment of the highway. The proposed project at four locations will be compatible with the existing visual character of the rural and urban land uses within the corridor. Primary visual resource changes associated with the proposed project include the roundabouts proposed at locations 1 and 4.

District 6 Landscape Architecture has determined that there will be no adverse visual impacts on the existing visual character, visual quality, or affected viewer groups as a

result of the proposed project. Intersection improvements are common occurrences in urban and rural areas, within proximity to the project corridor; therefore, are not unexpected elements. Roundabouts are becoming more prevalent in roadway design, and the visual impacts to viewers are expected to be moderate, but not adverse.

The orchard trees and eucalyptus tree at location 1 are not considered scenic resources and their removal would not be expected to cause adverse visual impacts. In fact, the removal will open up views of additional orchard trees. At locations 2, 3, and 4, roadway planting and vegetation lining the highway corridor may be removed. Although vegetation may be removed, it is not expected to be a visually significant impact.

If intersection improvements are not implemented at any of the four proposed locations, there would be no visual impacts.

### ***Avoidance, Minimization and/or Mitigation Measures***

The Caltrans Highway Design Manual Chapter 100 allows for "a reasonable additional expenditure to aesthetically enhance transportation projects." Caltrans policy on Context Sensitive Solutions (DP-22) also provides guidance on working with local communities to provide highway projects that are sensitive to the needs of the community. Landscaping, aesthetic treatments, and erosion control will be provided by Landscape Architecture staff during the Plans, Specifications, and Estimates phase of the project.

The proposed roundabouts at locations 1 and 4 would receive textural treatments and/or landscaping to minimize impacts and provide visual consistency to the corridor. Landscape features would include a domed or mounded central island, between 3.5 to 6.0 feet high, to focus driver attention on the approach and through the roundabout alignment. It also provides a visual screen from downstream alignment and other distractions. Lighting would be installed on the approaches and within the roundabout to enhance safety at night. The lighting standards would be designed for reduced light spillage to nearby residents.

The eastern portion of the project limits at State Route 65 near Porterville, to the end of the route in Tulare County at post mile 87.6 is Eligible Scenic. The intersection improvements are not expected to alter the Eligible Scenic status of this segment of the highway. However, care must be taken to preserve any existing visual amenities of the route and ensure that the proposed improvements at four locations do not interrupt the visual unity of the route.

Caltrans policy states consideration should be given to protecting and preserving existing vegetation (e.g., trees, specimen plants, diminishing native species or historical plantings) to the maximum extent feasible during the planning, design, and construction of transportation projects. The highway planting that will be removed or damaged as a result of the project at any of the four locations will require replacement.

The Highway Design Manual, Chapter 1000 Bikeway Planning and Design states that the needs of non-motorized transportation are an essential part of all highway projects. The intersection improvements and roundabouts would include current maneuvering and access standards for bicyclists and pedestrians.

## *II. Agriculture Resources (checklist question a)*

### **Affected Environment**

The U.S. Department of Agriculture Farmland Conversion Impact Rating form AD-1006 was completed for the project in July 2015 (see Appendix B) for two locations where farmland would be affected. Caltrans proposes to acquire minor right-of-way from agricultural parcels at location 1—Westwood Street and State Route 190 and at location 4—Plano Street and State Route 190.

Farmland surrounds the western end of the project area at location 1. The crops observed were citrus and olive trees, alfalfa, and strawberries during a field review in June 2015. Slivers from three agricultural parcels would be required to build the roundabout at Westwood Street and State Route 190.

The Vandalia Water District owns the property at the southeast corner of State Route 190 and Plano Street on the eastern portion of the project at location 4. The parcel was observed to be fallow during a field review in June 2015. The land is categorized as agricultural, but is shown on the City of Porterville 2030 General Plan Land use map as low density residential. Adjacent land uses at this location include education (Porterville College campus), medium to high density residential, industrial, general commercial, and service commercial.

A total of four agricultural parcels would be affected by the proposed project. Farmland facilities including water wells and irrigation ditches may potentially be affected.

Soils at location 1 consist of Nord fine sandy loam (20.8%), Exeter loam (70.6%), and Tujunga loamy sand (8.7%). Nord fine sandy loam is considered prime; Exeter loam and Tujunga loamy sand are considered to be of statewide importance. Soil at location 4 consists of 100% San Emigdio loam that is considered prime.

### **Environmental Consequences**

The Farmland Conversion Impact Rating determines the relative value of farmland to be converted by using a formula that weighs farmland classification, soil characteristics, irrigation, acreage, creation of non-farmable land, availability of farm services, and other factors. For project sites where the site assessment points equal or exceed 160 in part VI of the form, Caltrans must consider alternative actions that could reduce adverse impacts such as alternative sites, minimization, or mitigation measures.

The site assessment rating for the project is 54 points and the total points impact rating is 88 (see Appendix B). Approximately 3.09 acres of permanent new right-of-way would be converted from designated agricultural land with approximately 2.13

acres being classified as unique farmland and 0.96 acre as farmland of local importance. Approximately 0.18 acre would be required for temporary construction easements at three of the four affected parcels. Two of the parcels requiring minor right-of-way acquisition for construction of the proposed project are under Williamson Act contract (see Table 1.1). None of the contracts would have to be canceled as a result of the project due to the size of the parcels.

**Table 1.1 Agricultural Land Affected by the Proposed Project**

<b>Assessor Parcel Number</b>	<b>Williamson Act Contract</b>	<b>Proposed Acquisition (Acres)</b>	<b>Total Acres Before Acquisition</b>
240-130-038	Yes	0.31	74.9
259-040-040	Yes	0.75	26.06
302-080-080	No	1.82	77.18
270-030-006	No	0.21	6.02

### ***Avoidance, Minimization, and/or Mitigation Measures***

No mitigation for farmland is necessary other than payment for the property and facilities being affected. Property owners would be compensated for any relocation of facilities, including irrigation wells and ditches, during the right-of-way acquisition process. Temporary easements are only for construction purposes; therefore, would not be converted and will be returned to their original agricultural uses after completion of construction.

### ***IV. Biological Resources (checklist questions a and c)***

The following discussion of wetlands and other waters, and threatened and endangered species is based on the Natural Environment Study prepared in August 2015.

#### ***Wetlands and Other Waters***

#### ***Affected Environment***

This region historically hosted abundant grassland and wetland habitat, but within the last 100 years has become highly disturbed by intensive agriculture. The biological study area is dominated by agriculture and industrial land uses.

Located just north of location 1—Westwood Street and State Route 190, Poplar Ditch intersects Westwood Street. Poplar Ditch crosses underneath Westwood Street through two oval concrete culverts. The ditch is operated by the Lower Tule River Irrigation District that draws water from the Tule River for agricultural irrigation. The ditch has potential jurisdiction under U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and/or Regional Water Quality Control Board.



### ***Environmental Consequences***

It is anticipated that approximately 0.09 acre of potential jurisdictional waters associated with Poplar Ditch would be impacted as a result of the roundabout construction. The estimated affected area is approximate and Caltrans will work with the local irrigation district to determine the final design during the Plans, Specifications, and Estimates phase of the project.

The proposed work at Poplar Ditch includes removal of existing headwalls, extending the two oval concrete culverts with cast-in-place concrete and constructing concrete headwalls. Concrete slope protection would be placed beyond the headwall within the existing channel. Then rock slope protection would be placed beyond the concrete slope protection within the channel of the canal. Three gate valves and irrigation pipes on the outlet side (west side of Westwood Street) would require relocation as a result of the culvert extension.

### ***Avoidance, Minimization and/or Mitigation Measures***

A wetland delineation will need to be performed and results submitted to U.S. Army Corps of Engineers to determine if they have jurisdiction over the affected segment of Poplar Ditch. If it is determined that U.S. Army Corps of Engineers does have jurisdiction, then a U.S. Army Corps of Engineers Clean Water Act Section 404 permit as well as a Clean Water Act Section 401 certification from the Regional Water Quality Control Board would be required. Additionally, a 1600 Streambed Alteration Agreement from the California Department of Fish and Wildlife may be required for work within or adjacent to Poplar Ditch.

The 1600 Streambed Alteration Agreement and Clean Water Act Section 404 and 401 permits include terms, conditions, and provisions that are designed to minimize and avoid impacts to the waterway and would be included in the contractor bid package. The proposed project would also incorporate standard Caltrans Best Management Practices to prevent impacts related to degradation of water quality.

### ***Threatened and Endangered Species***

#### ***Affected Environment***

Federal, State of California, and California Native Plant Society species lists are located in Appendix C. Caltrans Federal Endangered Species Act determinations are listed in Appendix D.

The biological study area was defined as the project impact area—the area to be directly affected—for each location and adjacent areas that may be indirectly affected by the proposed project. The biological study area encompassed the 3.5 miles of median where the proposed improvements would occur and the surrounding areas directly adjacent to the associated travel lanes.

The project is located along State Route 190 in the central portion of southwestern Tulare County. The project proposes improvements at four locations along State Route 190 (see Figure 1-2, Location Map). Location 1, located at the west end of the

project area is predominately surrounded by agricultural fields. Locations 2, 3, and 4 are east of location 1 and are predominately surrounded by suburban and/or residential landscapes.

The project locations are comprised of paved areas, bare ground, weedy species, and/or landscape variety shrubs and trees growing along the Caltrans right-of-way. Ruderal habitat is commonly associated with unpaved highway shoulders, highway medians, and weedy areas around and between agricultural fields and other structures. The ruderal habitat in the study area is characterized by non-native weedy species, primarily grasses and Russian thistle (*Salsola tragus*). The surrounding suburban and residential areas within the project footprint area are regularly maintained by mowing.

A review of species lists from the California Natural Diversity Database, U.S. Fish and Wildlife Service, and the California Native Plant Society for the Tulare U.S. Geological Survey 7.5-minute quadrangle indicated that there is a potential for special status animal and plant species to occur within or near the project area including the San Joaquin kit fox (*Vulpes macrotis mutica*), a federally endangered and state threatened species.

Caltrans will initiate informal consultation with the U.S. Fish and Wildlife Service pursuant to Section 7 of the Endangered Species Act of 1973 for the San Joaquin kit fox. The following is a discussion about the breeding season, habitat requirements, and recorded occurrences of the San Joaquin kit fox.

#### *San Joaquin Kit Fox (Vulpes macrotis mutica)*

The San Joaquin kit fox is federally listed as endangered and state listed as threatened. It is the smallest canid species in North America that averages 31 inches long and about 12 inches tall at the shoulder. Kit foxes have a small, slim body, relatively long ears set close together, narrow nose, and a long bushy tail tapering slightly toward the black-tipped tail. They typically carry their tail low and straight. Coat color varies from buff, tan, grizzled or yellow-gray.

The San Joaquin kit fox is found in the southern half of the state in annual grassland or grassy open stages of vegetation dominated by scattered shrubs and brush. It is primarily carnivorous, feeding on desert cottontails, rodents, insects, reptiles, birds, bird eggs and vegetation. San Joaquin kit foxes dig their own dens in open level areas with loose-textured soils supporting scattered, shrubby vegetation. They are active all year, mostly nocturnal but occasionally can be seen during the daytime in cool weather. Litters averaging 4 pups are born from February to April.

The vast majority of San Joaquin kit fox habitat has been converted to urban and agricultural development, especially within the San Joaquin Valley. Remaining habitat parcels are isolated and scattered. Predators of the San Joaquin kit fox are primarily large raptors, bobcats, coyotes, and feral or domestic dogs. Rodent control measures such as poisoning and trapping can reduce kit fox prey availability or result in secondary poisoning. In some areas, such as Bakersfield, San Joaquin kit foxes have adapted to urban environments and they can use human-made structures

including culverts as burrows. In urban areas, kit foxes run a higher risk of mortality from vehicle collision and encounters with dogs.

The closest California Natural Diversity Database record of the San Joaquin kit fox is 3.1 miles southwest of the project area next to the California Aqueduct. The record dates from 1950. The Endangered Species Recovery Program classifies the habitat as “sub-optimal” for the San Joaquin kit fox, primarily due to the density of invasive vegetation such as Russian thistle (*Salsola tragus*). No designated critical habitat is present within the biological study area. The closest critical habitat for San Joaquin kit fox is located approximately 3.1 miles to the west of the project area.

### ***Environmental Consequences***

Based on observations made during a 2015 site visit, it was determined that the project area provides sub-optimal habitat for the San Joaquin kit fox. The habitat to be impacted consists of ruderal vegetation and agriculture, which provide a limited area that could be used by the San Joaquin kit fox. These areas are maintained and regularly disturbed, which would deter the San Joaquin fox from using the area. This was determined based on heavy highway traffic in this area, lack of foraging habitat, and lack of burrows.

Currently, the median does not have any barrier that would impede San Joaquin kit fox (or other mammal) passage. Temporary k-rail will be used during construction of this proposed project.

The total area to be impacted by the proposed project is estimated to be 10.937 acres. This is a small amount of ruderal and agricultural land and there is abundant adjacent habitat that may be used by the San Joaquin kit fox. Construction activities may affect, but would not likely adversely affect the San Joaquin kit fox due to the limited nature of the proposed project and the sub-optimal habitat for the San Joaquin kit fox within the existing project limits.

### ***Avoidance, Minimization, and/or Mitigation Measures***

No compensatory mitigation is being proposed. The following measures shall be implemented to avoid and/or minimize impacts to the San Joaquin kit fox:

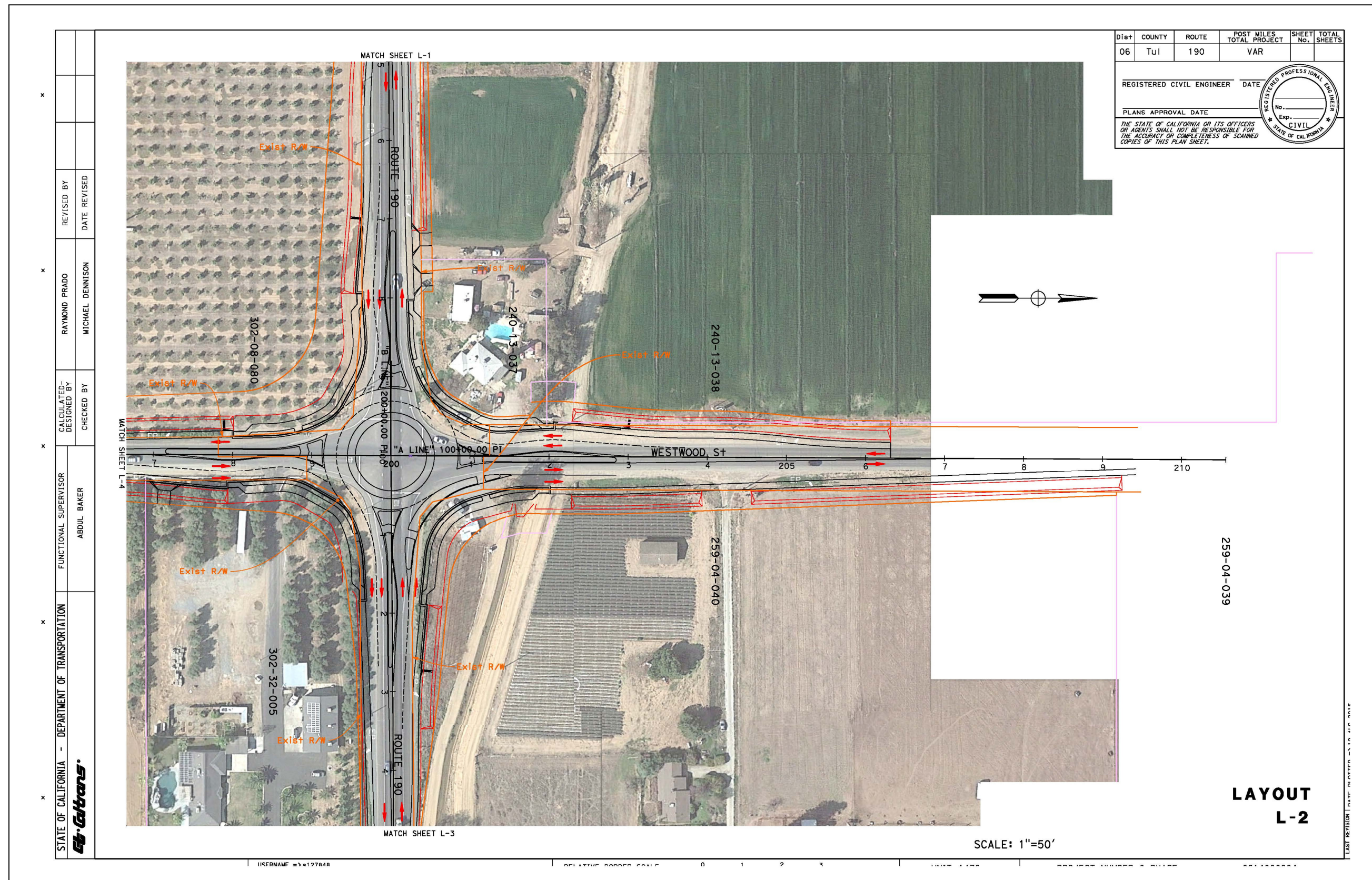
- The contractor would follow Caltrans Best Management Practices during construction.
- Equipment parking, project access, equipment maintenance, and other project-related activities would occur within the existing Caltrans right-of-way.
- Designated staging areas within previously disturbed areas would be pre-approved by a Caltrans Regional Biologist.
- Standard special provisions for the San Joaquin kit fox will be included in the construction contract to minimize impacts.
- A qualified biologist would conduct preconstruction surveys and ensure that all avoidance measures are being maintained.

- If during construction the qualified biologist determines that there is a potential for take of a San Joaquin kit fox, all work would cease immediately until Caltrans initiates consultation with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife.
- Environmental compliance training would be required for all construction personnel.
- All construction-related access must be kept within the project limits and to existing highways and associated paved/graded shoulders, or other designated areas clearly marked on the ground.
- Project-related traffic will observe a 20-mile-per-hour speed limit except on roads or highways open for public use.
- If a kit fox den is discovered, all construction activity within a 150-foot radius of the den will be halted and the Resident Engineer will be contacted immediately. Work will not continue until the Resident Engineer provides written authorization.
- All food-related trash will be disposed of in closed garbage containers provided by the contractor, and the containers will be emptied daily.
- Pets and firearms are prohibited on the work site.
- At the end of each work day, the contractor will take measures to prevent the entrapment of kit foxes in all excavated, steep-walled holes or trenches more than or equal to 2 feet deep. Such measures will include covering excavations with plywood or providing dirt or plank escape ramps from the trenches.
- The contractor will inspect all pipes and culverts with a diameter greater than or equal to 4 inches before burying, capping, or other use. If a kit fox is discovered during this inspection, the pipe or culvert will not be disturbed (other than to move to a safe location if necessary) until after the fox has escaped.











Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Tul	190	VAR		

REGISTERED CIVIL ENGINEER    DATE

PLANS APPROVAL DATE

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OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
THE ACCURACY OR COMPLETENESS OF SCANNED  
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REGISTERED PROFESSIONAL ENGINEER


No. \_\_\_\_\_

Exp. \_\_\_\_\_

CIVIL

STATE OF CALIFORNIA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION




FUNCTIONAL SUPERVISOR  
ABDUL BAKER

CALCULATED BY  
DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED



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SCALE: 1"=50'

**SR 190/WESTWOOD ST**  
**L-3**

BORDER LAST REVISED 7/2/2010

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RELATIVE BORDER SCALE  
15 IN INCHES

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UNIT 1476

PROJECT NUMBER & PHASE

0614000004

LAST REVISION

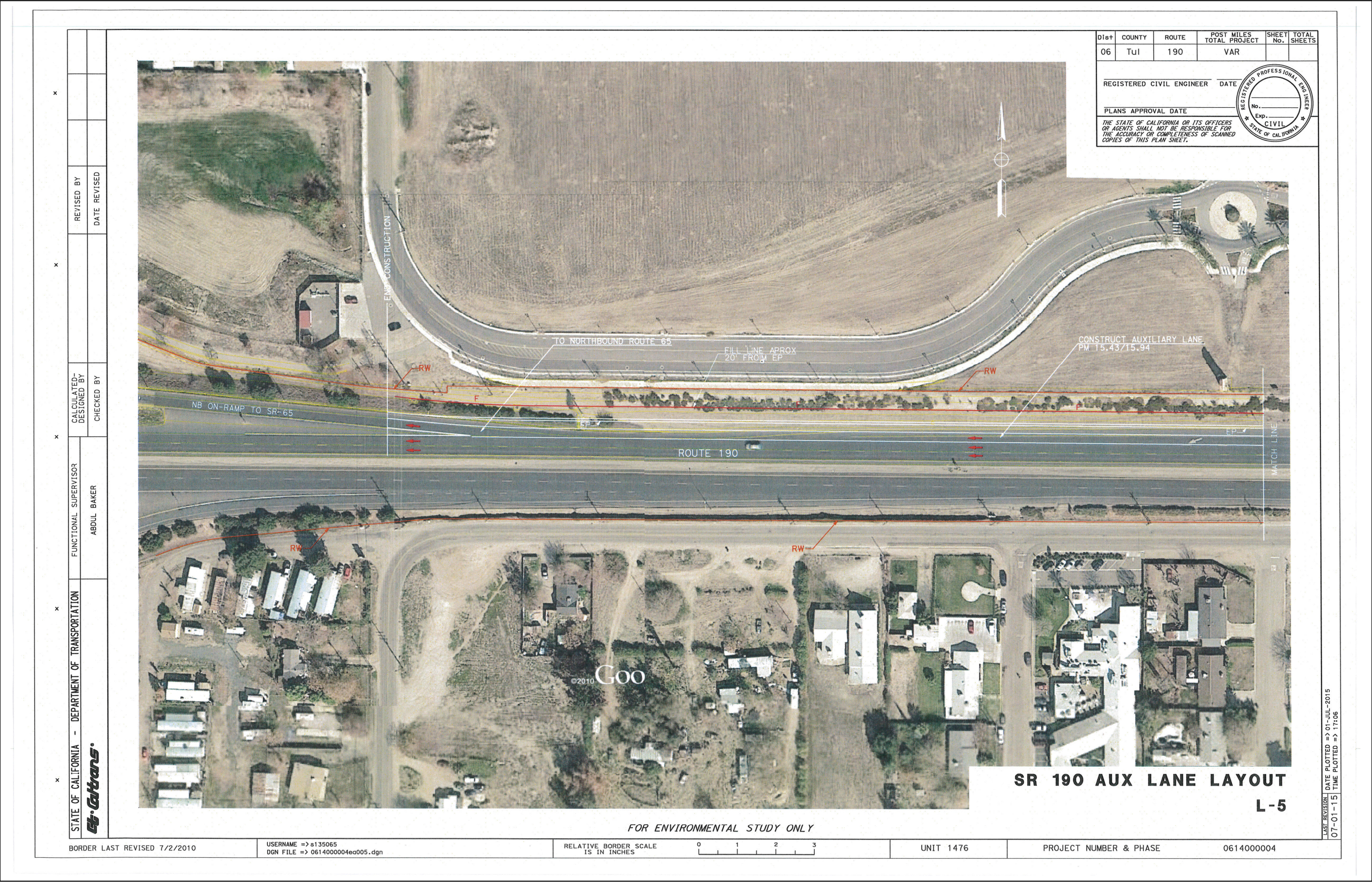
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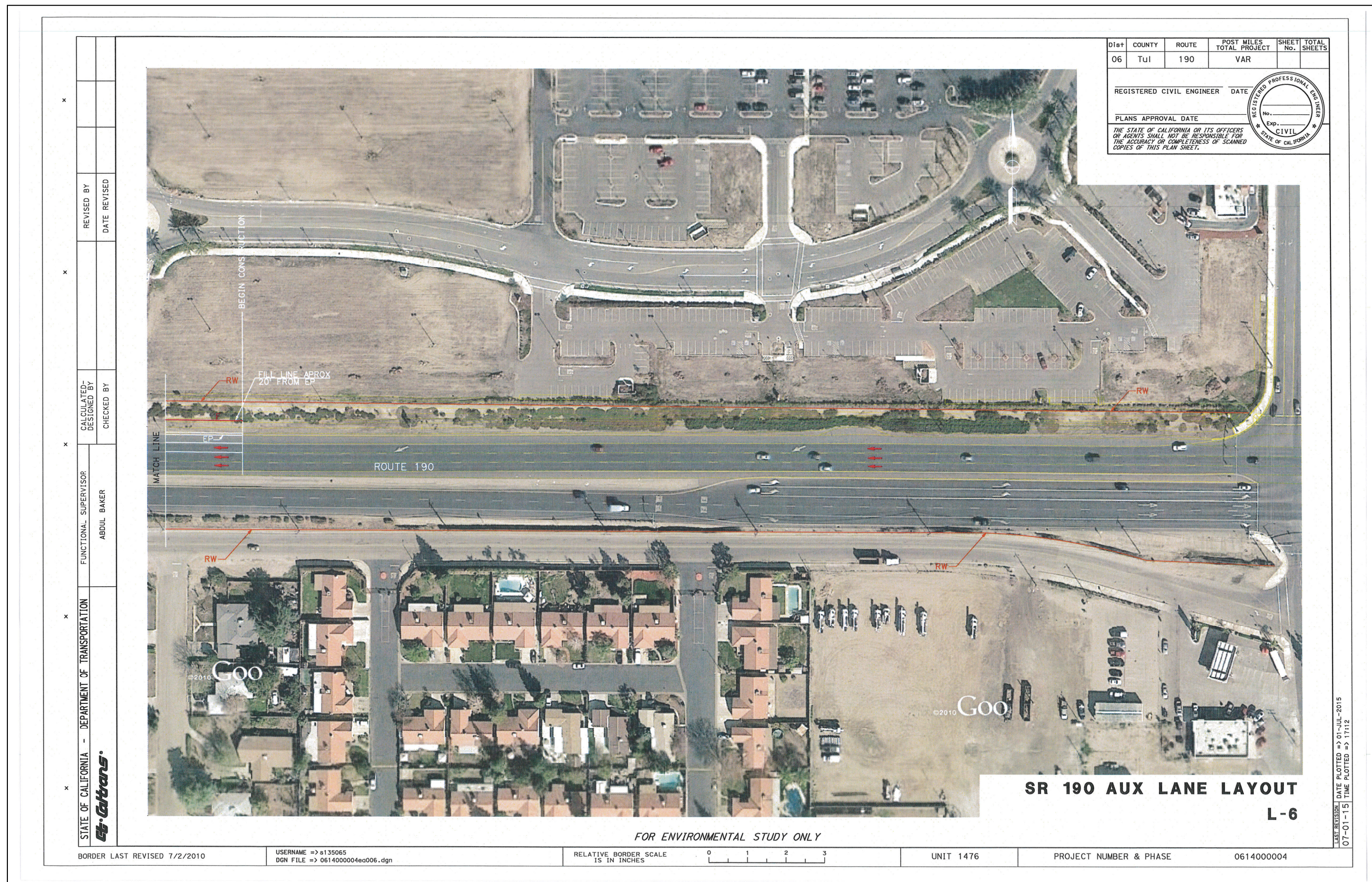




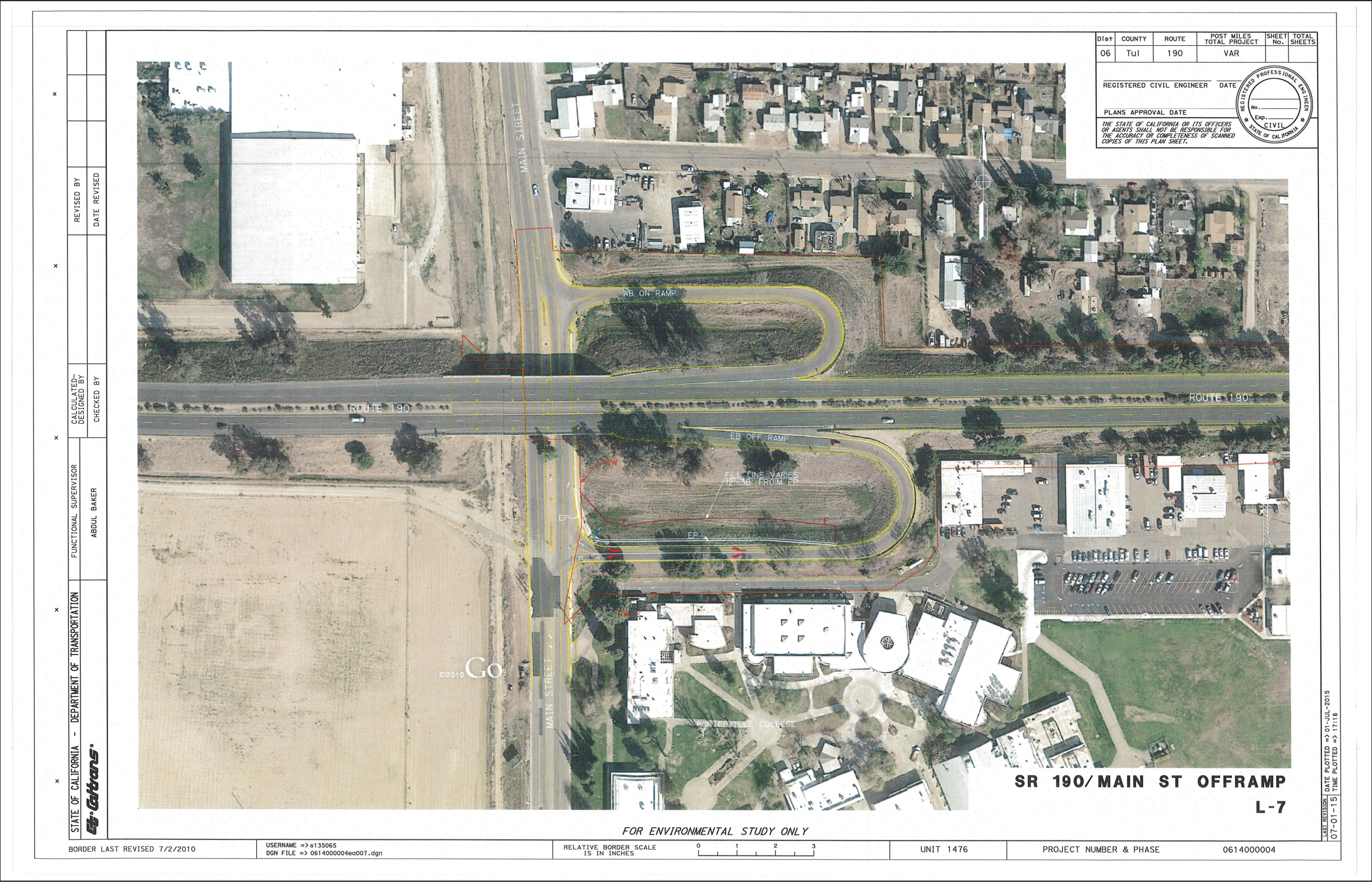








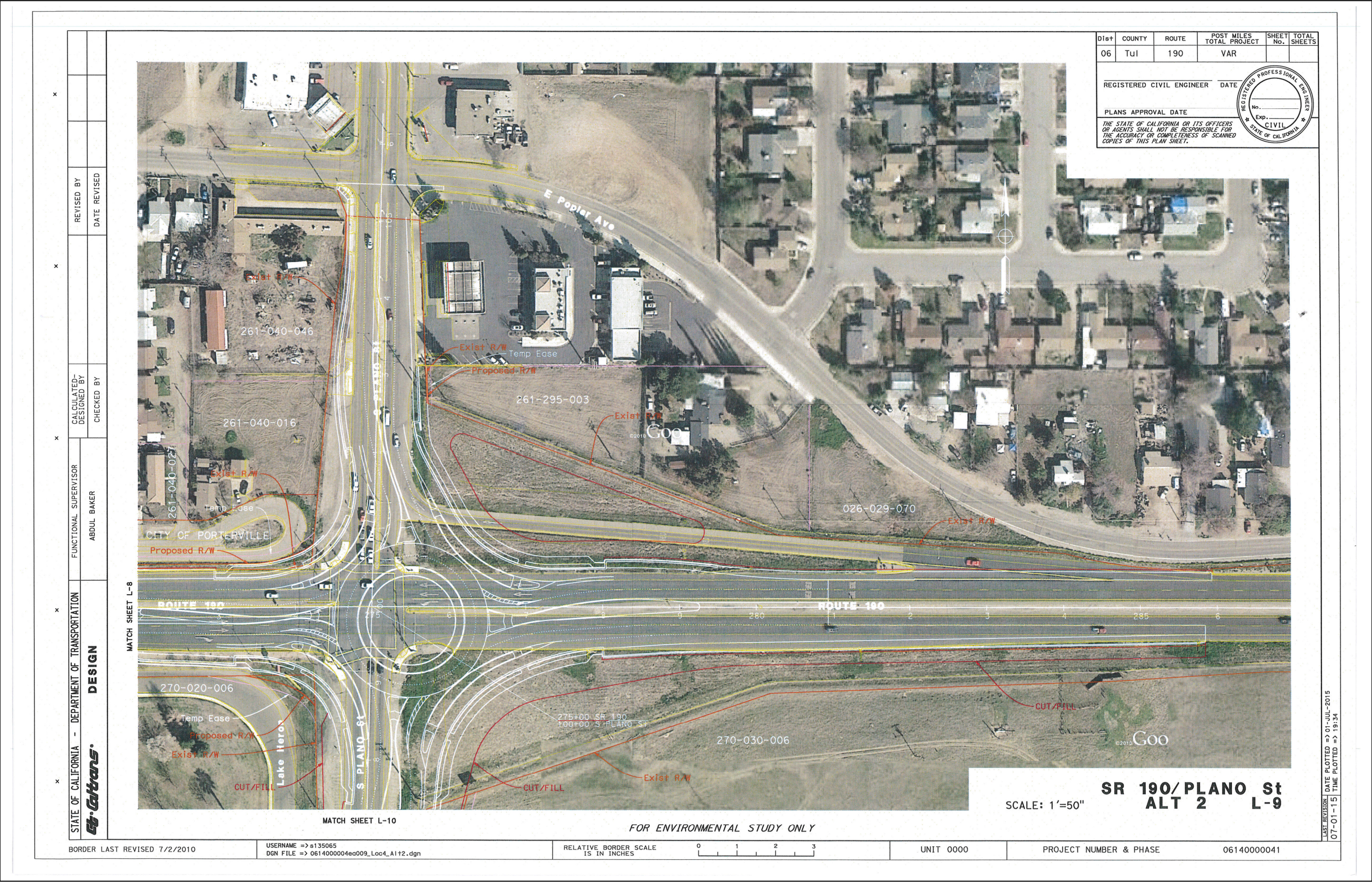














STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR ABOUL BAKER	CALCULATED- DESIGNED BY CHECKED BY	REVISED BY	DATE REVISED



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Tul	190	VAR		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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No. \_\_\_\_\_

Exp. \_\_\_\_\_

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STATE OF CALIFORNIA

LAST REVISION: DATE PLOTTED => 01-JUL-2015  
07-01-15 TIME PLOTTED => 19:39

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SCALE: 1'=50"  
SR 190/ PLANO St  
ALT 2 L-10



## Appendix B Farmland Conversion Impact Rating

U.S. Department of Agriculture							
FARMLAND CONVERSION IMPACT RATING							
<b>PART I (To be completed by Federal Agency)</b>				Date Of Land Evaluation Request 7/14/15			
Name of Project Porterville Intersection Improvement				Federal Agency Involved CA Dept. of Transportation			
Proposed Land Use Transportation				County and State Tulare, CA			
<b>PART II (To be completed by NRCS)</b>				Date Request Received By NRCS 7/16/2015		Person Completing Form: Bradley Pannett	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)				YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Acres Irrigated 550,342	
						Average Farm Size 223	
Major Crop(s) Grapes, Citrus, Alfalfa		Farmable Land In Govt. Jurisdiction Acres: 638,789% 20.7		Amount of Farmland As Defined in FPPA Acres: 867,965% 28.1			
Name of Land Evaluation System Used California Storie System		Name of State or Local Site Assessment System None		Date Land Evaluation Returned by NRCS 7/16/2015			
<b>PART III (To be completed by Federal Agency)</b>				Alternative Site Rating			
				Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				3.09			
B. Total Acres To Be Converted Indirectly							
C. Total Acres In Site				3.09			
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>							
A. Total Acres Prime And Unique Farmland				0.2			
B. Total Acres Statewide Important or Local Important Farmland				2.9			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				0.00036			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				N/A			
<b>PART V (To be completed by NRCS) Land Evaluation Criterion</b>							
Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)				34			
<b>PART VI (To be completed by Federal Agency) Site Assessment Criteria</b> (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)				Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use				(15)	2		
2. Perimeter In Non-urban Use				(10)	9		
3. Percent Of Site Being Farmed				(20)	2		
4. Protection Provided By State and Local Government				(20)	20		
5. Distance From Urban Built-up Area				(15)	1		
6. Distance To Urban Support Services				(15)	0		
7. Size Of Present Farm Unit Compared To Average				(10)	0		
8. Creation Of Non-farmable Farmland				(10)	0		
9. Availability Of Farm Support Services				(5)	2		
10. On-Farm Investments				(20)	17		
11. Effects Of Conversion On Farm Support Services				(10)	1		
12. Compatibility With Existing Agricultural Use				(10)	0		
TOTAL SITE ASSESSMENT POINTS				160	54	0	0
<b>PART VII (To be completed by Federal Agency)</b>							
Relative Value Of Farmland (From Part V)				100	34	0	0
Total Site Assessment (From Part VI above or local site assessment)				160	54	0	0
TOTAL POINTS (Total of above 2 lines)				260	88	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used?			
				YES <input type="checkbox"/> NO <input type="checkbox"/>			
Reason For Selection:							
Name of Federal agency representative completing this form:						Date:	

(See Instructions on reverse side)

Form AD-1006 (03-02)





## Appendix C Species Lists



United States Department of Interior  
Fish and Wildlife Service

Project name: 06-0Q431

### Endangered Species Act Species List

There are a total of 12 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Amphibians	Status	Has Critical Habitat	Condition(s)
California red-legged frog ( <i>Rana draytonii</i> ) Population: Entire	Threatened	Final designated	
<b>Birds</b>			
California condor ( <i>Gymnogyps californianus</i> ) Population: Entire, except where listed as an experimental population	Endangered	Final designated	
Southwestern Willow flycatcher ( <i>Empidonax traillii extimus</i> ) Population: Entire	Endangered	Final designated	
<b>Crustaceans</b>			
Vernal Pool fairy shrimp ( <i>Branchinecta lynchi</i> ) Population: Entire	Threatened	Final designated	
<b>Fishes</b>			
Delta smelt ( <i>Hypomesus transpacificus</i> )	Threatened	Final designated	

<http://ecos.fws.gov/ipac>, 08/11/2015 02:59 PM

## Appendix C Species Lists



United States Department of Interior  
Fish and Wildlife Service

Project name: 06-0Q431

Population: Entire			
<b>Flowering Plants</b>			
Keck's Checker-mallow ( <i>Sidalcea keckii</i> )	Endangered	Final designated	
San Joaquin Adobe sunburst ( <i>Pseudobahia peirsonii</i> )	Threatened		
Springville clarkia ( <i>Clarkia springvillensis</i> )	Threatened		
<b>Mammals</b>			
San Joaquin Kit fox ( <i>Vulpes macrotis mutica</i> ) Population: U.S.A(CA)	Endangered		
Tipton kangaroo rat ( <i>Dipodomys nitratooides nitratooides</i> ) Population: Entire	Endangered		
<b>Reptiles</b>			
Blunt-Nosed Leopard lizard ( <i>Gambelia silus</i> ) Population: Entire	Endangered		
Giant Garter snake ( <i>Thamnophis gigas</i> ) Population: Entire	Threatened		

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United States Department of Interior  
Fish and Wildlife Service

Project name: 06-0Q431

### **Critical habitats that lie within your project area**

There are no critical habitats within your project area.

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**Summary Table Report**  
**California Department of Fish and Wildlife**  
**California Natural Diversity Database**



Query Criteria: Quad is (Tulare (3611923))

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Andrena macswaini</i> An andrenid bee	G2 S2	None None		270 270	7 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Buteo swainsoni</i> Swainson's hawk	G5 S3	None Threatened	BLM_S-Sensitive IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	270 275	2394 S:4	0	2	1	0	0	1	1	3	4	0	0
<i>Caulanthus californicus</i> California jewelflower	G1 S1	Endangered Endangered	Rare Plant Rank - 1B.1	285 285	63 S:1	0	0	0	0	1	0	1	0	0	0	1
<i>Pseudobahia peirsonii</i> San Joaquin adobe sunburst	G1 S1	Threatened Endangered	Rare Plant Rank - 1B.1 SB_RSABG-Rancho Santa Ana Botanic Garden		47 S:1	0	0	0	0	1	0	1	0	0	0	1
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	G4T2 S2	Endangered Threatened		275 300	965 S:4	0	0	0	0	0	4	4	0	4	0	0

California Native Plant Society List						
Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
<u><i>Atriplex cordulata</i> var. <i>cordulata</i></u>	heartscale	Chenopodiaceae	annual herb	1B.2	S2	G3T2
<u><i>Atriplex cordulata</i> var. <i>erecticaulis</i></u>	Earlimart orache	Chenopodiaceae	annual herb	1B.2	S1	G3T1
<u><i>Atriplex depressa</i></u>	brittlescale	Chenopodiaceae	annual herb	1B.2	S2	G2
<u><i>Atriplex minuscula</i></u>	lesser saltscale	Chenopodiaceae	annual herb	1B.1	S2	G2
<u><i>Atriplex subtilis</i></u>	subtle orache	Chenopodiaceae	annual herb	1B.2	S1	G1
<u><i>Caulanthus californicus</i></u>	California jewel-flower	Brassicaceae	annual herb	1B.1	S1	G1
<u><i>Delphinium hansenii</i> ssp. <i>ewanianum</i></u>	Ewan's larkspur	Ranunculaceae	perennial herb	4.2	S3	G4T3
<u><i>Delphinium inopinum</i></u>	unexpected larkspur	Ranunculaceae	perennial herb	4.3	S3	G3
<u><i>Delphinium recurvatum</i></u>	recurved larkspur	Ranunculaceae	perennial herb	1B.2	S3	G3
<u><i>Eriogonum twisselmannii</i></u>	Twisselmann's buckwheat	Polygonaceae	perennial herb	1B.2	S3	G3
<u><i>Eryngium spinosepalum</i></u>	spiny-sepaed button-celery	Apiaceae	annual / perennial herb	1B.2	S2	G2
<u><i>Hordeum intercedens</i></u>	vernal barley	Poaceae	annual herb	3.2	S3S4	G3G4
<u><i>Imperata brevifolia</i></u>	California satintail	Poaceae	perennial rhizomatous herb	2B.1	S3	G3
<u><i>Oreonana purpurascens</i></u>	purple mountain-parsley	Apiaceae	perennial herb	1B.2	S2	G2
<u><i>Pseudobahia peirsonii</i></u>	San Joaquin adobe sunburst	Asteraceae	annual herb	1B.1	S1	G1

CNPS, Rare Plant Program. 2015. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website <http://www.rareplants.cnps.org> [accessed 28 July 2015].



## Appendix D Federal Endangered Species Act Determination

The following species list was obtained from the U.S. Fish and Wildlife Service on August 11, 2015, and summarizes the Federal Endangered Species Act effect determination for each species.

Species	Status <sup>1</sup>	Acreage of Habitat Impacts Permanent/Temporary	Species Impacts Expected After Avoidance, Minimization and/or Mitigation Measures	FESA Determination
Blunt-nosed leopard lizard	FE, SE	0/0	No, no habitat on-site.	No effect
California red-legged frog	FT	0/0	No, no habitat on-site	No effect
Delta smelt	FT	0/0	No, no habitat on-site, not upstream of suitable habitat	No effect
Giant garter snake	FT	0/0	No, no habitat on-site	No effect
California jewel-flower	FE, SE	0/0	No, no habitat on-site	No effect
San Joaquin adobe sunburst	FT, SE, 1B.1	0/0	No, no habitat on-site	No effect
Keck's checker-mallow	FE, 1B.1	0/0	No, no habitat on-site	No effect
San Joaquin kit fox	FE, ST	0/0	Possible. Species not observed but may use site to cross.	May affect, not likely to adversely affect
Springville clarkia	FT, SE, 1B.2	0/0	No, no habitat on-site	No effect
Tipton kangaroo rat	FE, SE	0/0	No, no habitat on-site	No effect
Valley elderberry longhorn beetle	FT	0/0	No, no habitat on-site	No effect
Vernal pool fairy shrimp	FT	0/0	No, no habitat on-site	No effect
California condor	FE	0/0	No, no habitat on-site	No effect
Southwestern willow flycatcher	FE	0/0/	No , no habitat on-site	No effect

(1) FE = Federal Endangered; FT = Federal Threatened; SE = State Endangered; ST = State Threatened; FP = Fully Protected; 1B.1 = Rare, threatened, or endangered in California and elsewhere/seriously endangered in California; 1B.2 = Rare, threatened, or endangered in California and elsewhere/fairly endangered in California





## **Appendix E** List of Technical Studies Bound Separately

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- Climate Change, August 2015
- Historic Property Survey Report, July 31, 2015
- Initial Site Assessment, June 11, 2015
- Location Hydraulic Report, November 14, 2014
- Natural Environment Study, August 2015
- Revised Visual Impact Assessment, August 26, 2015